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Among the vessels with big fares are schs. Vanessa, Josie and Phebe, Louisa R. Sylvia, Robert and Arthur, Regina, Ethel B. Penney and Rex. These craft have all the way from 40,000 to 80,000 pounds.

Haddock appear to be in the largest receipt, although there is a big bunch of cod in and mere pollock and hake than are wanted, dropping the two latter kinds down in price to 70 cents. In all the receipts for the morning totalled over a million pounds.

Haddock opened at from \$2 to \$3.25 and large cod started at \$2.75 to \$3.25, while market cod brought \$1.50 to \$3.25.

The receipts in detail are:

#### Boston Arrivals.

Steamer Spray, 18,000 haddock, 1000 cod, 1000 hake.  
Sch. Vanessa, 50,000 haddock, 28,000 cod.  
Sch. Josie and Phebe, 20,000 haddock, 16,000 cod, 30,000 hake.  
Sch. Louisa R. Sylvia, 8000 haddock, 24,000 cod, 15,000 hake.  
Sch. Louise C. Cabral, 6000 haddock, 6000 cod, 6000 hake.  
Sch. Robert and Arthur, 12,000 haddock, 13,000 cod, 17,000 hake.  
Sch. Seaconnet, 14,000 haddock, 4000 cod, 8000 hake.  
Sch. Yankee, 10,000 haddock, 2000 cod, 3000 pollock.  
Sch. Ida S. Brooks, 6000 haddock, 7000 cod, 8000 hake.  
Sch. Buema, 7500 haddock, 1800 cod, 8000 hake.  
Sch. Emilia Enos, 5000 haddock, 10,000 cod, 2000 hake.  
Sch. Jessie Costa, 8000 haddock, 6000 cod, 1000 hake.  
Sch. Matchless, 4000 haddock, 10,000 cod, 20,000 pollock.  
Sch. Gertrude, 9000 haddock, 5000 cod, 12,000 hake, 8000 pollock.  
Sch. Genesta, 18,000 haddock, 4000 cod, 5000 hake, 7000 pollock.  
Sch. Joseph H. Cromwell, 3000 haddock, 3000 cod, 10,000 hake.  
Sch. Arbitrator, 6000 haddock, 7000 cod, 6000 pollock.  
Sch. Frances P. Msequita, 3000 haddock, 25,000 cod, 5000 pollock.  
Sch. Alice M. Guthrie, 8000 haddock, 3000 cod, 4000 hake, 7000 pollock.  
Sch. E. C. Hussey, 1000 haddock, 7000 cod.  
Sch. Priscilla, 20,000 pollock.  
Sch. Etta B., 8000 pollock.  
Sch. Elizabeth W. Nunan.  
Sch. Athena, 7000 haddock, 2000 cod, 9000 hake.  
Sch. Columbia, 3000 cod.  
Sch. Lafayette, 10,000 pollock.  
Sch. Washakie, 12,000 haddock, 6000 cod, 6000 hake, 5000 cusk.  
Sch. Rex, 50,000 haddock, 30,000 cod.  
Sch. Little Fanny, 6000 haddock, 1200 cod, 6200 hake, 1000 cusk.  
Sch. Eddie A. Minot, 2500 cod.  
Sch. Rita A. Viator, 1000 haddock, 5000 cod, 1000 hake.  
Sch. N. A. Rowe, 7000 cod.  
Sch. M. Madeleine.  
Sch. Fitz A. Oakes, 5000 pollock.  
Sch. Lila Bell, 25 bbls. fresh herring.  
Sch. Warren M. Goodspeed.  
Sch. Sadie M. Nunan, 8000 haddock, 3000 cod, 7000 hake, 2000 pollock.  
Sch. Edward A. Rich.  
Sch. Catherine D. Enos, 1500 cod, 9000 hake.  
Sch. Cherokee, 4000 cod.  
Sch. Grace Darling, 23,000 pollock.  
Sch. Lucania, 25,000 haddock, 10,000 cod.  
Sch. Regina, 20,000 haddock, 10,000 cod, 12,000 hake.  
Sch. Belbina P. Domingoes, 5000 haddock, 9000 cod, 8000 hake, 4000 cusk.  
Sch. Susan and Mary, 130,000 cod.  
Sch. Frances V. Sylvia, 6000 haddock, 6000 cod, 7000 pollock.  
Sch. Ethel B. Penney, 6000 haddock, 6000 cod, 8000 hake, 25,000 pollock.  
Sch. Manomet, 8000 haddock, 5000 cod, 5000 hake, 3000 cusk.  
Sch. Metamora, 10,000 haddock, 7000 cod, 6000 hake.  
Haddock, \$2 to \$3.25 per cwt.; large cod, \$2.75 to \$3.25; market cod, \$1.50 to \$3.25; hake and pollock, 70 cts.

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## TWO LARGE FRESH CODFISH FARES

Feature of Fish Receipts at This Port.

Two large fares of fresh codfish are the feature of this morning's fishing arrivals here. But for these it would be a dull start for a new week. Sch. Ro-

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mance, Capt. William Corkum, has 150,000 pounds and sch. Mary F. Curtis, Capt. Miles Somers, has 140,000 pounds. The fish will go to the splitters.

At the Gloucester Fresh Fish Company is sch. Ingomar, Capt. Horace Wildes, with a nice fare, 70,000 pounds of fresh fish, mostly haddock, from Western bank. Sch. Flora J. Sears brought a few hake down from Boston, and schs. Ralph Russell and Volant came in with some pollock. A number of the market fleet are in for bait. The torchers are not bringing very big catches and the amount for yesterday and this morning will not go over 150 barrels of herring.

The arrivals and receipts in detail are:

#### Today's Receipts.

Sch. Romance, Quero Bank, 150,000 lbs. fresh cod.  
Sch. Mary F. Curtis, Quero Bank, 140,000 lbs. fresh cod.  
Sch. Ingomar, Western Bank, 70,000 lbs. fresh fish.  
Sch. Flora J. Sears, via Boston, 6000 lbs. fresh hake.  
Sch. Ralph Russell, shore, 30,000 lbs. pollock.  
Sch. Pauline, shore.  
Sch. Mary DeCosta, via Boston.  
Sch. Walter P. Goulart, via Boston.  
Sch. Mary E. Cooney, via Boston.  
Sch. Galatea, shore.  
Sch. Hattie F. Knowlton, shore.  
Sch. Thomas S. Gorton, via Boston.  
Sch. Annie and Jennie, via Boston.  
Sch. Edith Silveira, via Boston.  
Sch. Volant, shore, 13,000 lbs. pollock.  
Boats and torchers, 150 bbls. fresh herring.

#### Vessels Sailed.

Sch. Avalon, Newfoundland herring trip.  
Sch. Clintonia, Newfoundland herring trip.  
Sch. Thalia, pollocking.  
Sch. Emily Cooney, shore.  
Sch. Ethel B. Penney, Boston.  
Sch. Emily Sears, pollocking.  
Sch. Edward A. Rich, Boston.  
Sch. Arabia, haddocking.  
Sch. Slade Gorton, haddocking.  
Sch. George Parker, Newfoundland, salt herring.  
Sch. Veda M. McKown, Newfoundland, salt herring.  
Sch. Waldo L. Stream, halibuting.  
Sch. Eugenia, haddocking.  
Sch. Harvard, deck handlining.  
Sch. Annie and Jennie, shore.

#### Today's Fish Market.

Cape North salt cod, large, \$3; mediums, \$2.75.  
Outside sales, fresh western cod, large, \$2; market, \$1.65; haddock, 65c and 67 1-2c.  
Outside sales fresh eastern cod, large, \$1.60; medium, \$1.40.  
Outside sales salt Rips cod, \$3.60 per cwt. for large and \$3.25 for mediums.  
Salt, dory handline codfish, large, \$3.25; mediums, \$3.  
Round pollock, 55 cts. per cwt.  
Outside sales of round pollock, 60c per cwt.  
Bank halibut, 12 cts. per lb. right through.  
Small lots of fresh halibut, 19 cts lb.  
Flitched halibut, 8 1-4 cts. per lb.  
Salt large shore mackerel, rimmed, late caught, \$38 per bbl. for large and \$22 for medium.  
North Bay salt mackerel, \$22 per bbl.  
Board of trade prices:  
Large drift Georges cod, \$3.60 per cwt.; medium cod, \$3.25.  
Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.  
Trawl salt Georges cod, large, \$3.50; mediums, \$3.  
Large salt handline Georges cod, large, \$3.75; mediums, \$3.25.  
Dory handline salt cod, large, \$3.25; medium, \$3.  
Eastern drift salt cod, large, \$3.25 per cwt.; medium, \$3.  
Trawl bank cod, large \$3 per cwt.; medium, \$2.75; snappers, \$1.50.  
Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.  
Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.  
Splitting prices for fresh fish, Western cod, large, \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.70; medium cod, \$1.40; cusk, \$1.65 for large; \$1.20 for medium, and 50c for snappers; haddock, 65 cts.; hake, 90 cts.; pollock, 60 cts.

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#### Pacific Halibut Scarce.

Pacific halibut have been rather scarce, owing to the fact that extremely foggy weather has been experienced along the northern coast, and many of the fishing schooners have not been heard from for several days. Even in Seattle supplies of this fish have been very scarce, and prices have reached seven cents wholesale, making the San Francisco rate considerably higher.

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## SCH. ARKONA CAUGHT IN WEDNESDAY'S GALE

Lost Chain and Anchor and Had Dories and Deck Fittings Smashed.

All of the Virgin Rocks Fleet Have However Been Heard From.

When sch. Arkona arrives home from the Virgin Rocks, which will be in a few days, Capt. Wharton will have a thrilling story to tell of the fury of the great gale of last Wednesday which lashed the island of Newfoundland and the adjacent waters and drove no less than 50 vessels ashore. Sch. Arkona was right in the worst of it and suffered considerable damage, but fortunately came out of it all right.

The Arkona reached Liverpool, N. S., yesterday and Capt. Wharton telegraphed the owners of the vessel, the Cunningham & Thompson Company, that he had 220,000 pounds of salt cod. He also wired that he parted his chain in the severe gale of Wednesday, also had 14 dories smashed, and gurry kids, butts and oil and other deck fittings smashed and swept from deck. The schooner must have had a hard time of it.  
Sch. Arkona is on her third salt bank trip of the season, and if her bait holds out which it probably will, Capt. Wharton will come pretty handy to breaking all season's salt banking records for stock and amount of fish

landed. On the two trips already landed he has 607,000 pounds of salt cod and a stock of about \$19,000 to his credit. The fare which he is now bringing should bring close to \$7000.  
The present high line record for a season's stock in the salt bank fishery is held by Capt. Alden Geel, who in sch. Tattler in the 1908 salt bank season stocked \$24,364.09. The high line honor for amount of fish landed is held by Capt. Archibald Devine, who, some years ago landed over 800,000 pounds of salt cod in three salt bank trips.

#### Virgin Rocks Fleet All Heard From.

All of the quartette of salt bank dory handliners of this port which have been fishing on the dangerous Virgin Rocks ground have been heard from since the great gale which swept that locality and the Newfoundland coast last Wednesday.

Sch. Arkona, which parted her chain and had her deck swept in the gale, reached Liverpool, N. S. yesterday.

Sch. Smuggler is in at Liverpool, N. S., today and sch. Athlete reached Shelburne, N. S., yesterday.

Sch. Bohemia was spoken a few days ago by sch. Ingomar, which arrived here from Western Bank Sunday, and is probably now in at Argyle, N. S.

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#### MACKEREL FROM PROVINCES.

Small Lots Continue To Be Received at Boston.

Another small lot of mackerel was received at Boston yesterday morning from the provinces by the Halifax and Yarmouth steamships. The invoice was only 40 barrels, but at the prices the mackerel now command there is enough to satisfy the market. The fish still sell well, notwithstanding the high price the dealers have to ask for them, as the people seem to realize that an average of 10 cents a pound for fresh caught mackerel is much less and much better spent than the high prices they have to pay for meat.

Ovide Belliveau, one of the crew of sch. Genesta, which arrived at T wharf yesterday, brought in a large mackerel on one of his trawls Friday last, while fishing off Chatham. The mackerel weighed between four and five pounds. The men on board the schooner wanted to have it cooked, but as there was not enough to go around, Belliveau decided to take it home to his family.



# THE ITALIAN FISHERMEN OF BOSTON

Coming to Be an Important Factor in the Trade of That Port.

Have Developed Flounder Trade From Little to \$50,000 a Year.

When Italian fishermen first began to ply their trade in Boston harbor, they formed merely a picturesque addition to an old-established business. Nobody considered them as a possible important element in the development of the New England fisheries.

Now, when the fish business of Boston has grown to such proportions that new quarters for its dealers are desirable, the Italians are seen clearly, for the first time, as an important part of the city's fishing fleets.

From humble beginnings of nearly 20 years ago, they have grown numerically and economically important. Coming here chiefly from Sicily, poor, and unversed in the language of the country, these fishermen have built up a business which, were it transferred to a smaller port, would make a greater showing than some of the old-time fishing communities that aged men today are wont to lament as part of "the good old days when New England had flourishing fisheries."

There were, in fact, by the last count, not less than 310 boats in the Italian fishing fleet of Boston, having a value of not less than \$125,000. These boats, chiefly of the dory type, or variants of it, are each equipped with gasoline power. The average per boat is not far from \$400, although there are boats in the fleet worth far more. One recently launched, cost \$3000.

The tendency in the fleet is toward larger and more expensive boats each year, and therefore there is a steady increase in the capital invested in them.

## Earn \$350,000 a Year.

When the census department sent a special agent to Boston not long ago, to gather statistics on the fisheries, the official had some difficulty in getting the desired facts about the Italian dory fleet, until he came in contact with a man who knows all about it, who is, in fact, the Father of the Fleet.

This is Frank Ragusa, one of the pioneer Italian fishermen in Boston, and financial backer of many of the fishermen when they are getting a start in the business.

Mr. Ragusa could tell the census man everything he wanted to know, and did so with exactness and in perfect English. He stated that in the 310 boats of the gasoline dory fleet there were employed 450 men. Their average earnings are not far from \$800 a year each. This brings their total earnings up to about \$350,000 a year.

These figures bear eloquent testimony to the importance of the Italian fleet from an economic standpoint. Mr. Ragusa contributed further facts of interest, by stating that not less than 2500 people depend on the earnings of the men in the fleet for their living, for the fishermen are invariably men of liberal-sized families.

The fishermen work hard for what they get, and members of their families help them, for in busy times the wives, boys and girls take a hand by baiting trawls at home, while the father and husband is away with another set of gear on the harbor fishing grounds.

The fisherman's earnings, therefore, represent the labor of more than one pair of hands.

## Labor Early and Late.

One windy afternoon, when the frosty autumn air was nipping ears and fingers, a Globe writer found Mr. Ragusa at the Eastern packet pier, superintending the transfer of a load of gasoline barrels from one dory to another, one part of his business being to supply gasoline to his countrymen.

Quick, genial and intelligent, and speaking English fluently, Mr. Ragusa talked interestingly of the Italian fishermen.

"People in Boston are just beginning to understand Italian fishermen," he said. "The Italians are very hard-working, industrious men. I don't know of any class who work harder. They are up early and late, and they go out in all kinds of weather, winter and summer. Some of them start for the fishing grounds at midnight, others at 1 o'clock, others at 2, and so on."

"With an early start they are back here by 10 or 11, ready for the market. The afternoon they spend baiting up, and otherwise preparing for the next day's fishing. They go to bed early, and the next day they are ready to start on time for down the harbor."

"So, you see, they work hard for everything they get. There are no loafers among them. The women and the boys and girls work, too, and in that way a good living is made."

"Most of the fishermen have two sets of trawls and in the busy season they take one set home to be baited while they are out fishing. The women bait them, and when the next set is brought home the baited set is ready to go out."

Anyone who sees the Italian fisherman walking along Atlantic avenue in the afternoon with two or three tubs in a nest on his head, may know that he is bound home with them, and that the hands of his helpmeet will soon be busy baiting them for tomorrow's fishing.

## Chiefly from Sicily.

Nearly all the Italian fishermen of

Boston come from Sicily, according to Mr. Ragusa. Some few come from Naples; scarcely any from the northern ports of Italy.

The Sicilians were the first to find a footing in the fisheries of Boston, and Mr. Ragusa was one of the pioneers. He came here as a lad from Palermo, attended the public schools, acquired in his plastic days of youth the American spirit of independence, and a knowledge of English, and when he arrived at proper years, started to make a place for himself where none seemed to promise.

This was in fishing in and near Boston harbor. He bought a worn-out yacht at the Savin Hill Yacht Club, and, fixing it up, began his patient quest. That was 18 years ago. It was hard at first. Nobody wanted to buy fish of an Italian fisherman. The Italians, with their old boats, were laughed at by the regular fishermen, sailing in trim schooners.

But the men of Italy, bided their time, toiled long and hard, and at last were rewarded.

Nine years ago Mr. Ragusa installed in his boat the first gasoline engine used by an Italian fisherman in Boston. It was the pioneer boat therefore of the fine fleet of today.

Owing to a lack of knowledge on the part of the Italian boat builder, who installed the engine, the arrangement was not successful; but the next year Mr. Ragusa had a dory built by Emmons of Swampscott, and in this was placed an engine that worked.

From that moment, the old yacht, the lumbering fish boat, built by the Italian workman, and in fact, the oar and the sail, were discarded by the Italian fishermen of Boston.

The fleet of 1909 shows what rapid progress toward prosperity the adoption of gasoline has effected among the Italian fishermen, for now not a single boat not using gasoline power is employed in their fleet.

## Men Are Organized.

Many Americans suppose the Italians are a kind of excrescence on the fish business of Boston; that they do not pay their way in dockage, as other fishing interests do, and that they represent no vested interest. This is a serious error, and one that does injustice to the Italians.

Not only do they pay dockage at a rate satisfactory to the owners of the dock property they use, but they are formed into an organized body, which looks after the interests of their trade.

This is called, most appropriately, the St. Peter's Fishermen's Society of Boston. This society has no permanent headquarters, but when occasion arises for a meeting, its officers hire a hall for the purpose. Matters relating to the trade and advancement of the common interests of the members, are discussed.

This organization is sometimes spoken of on the water front as a "union." It is scarcely that, but an organized expression of the strong feeling of fraternity that exists among the fishermen. This brotherly feeling extends to mutual helpfulness in many things, and especially in the fitting out of new boats for men recently come from the old country.

"I am always ready to help a new man get a boat or an engine," said Mr. Ragusa. "I advance the money without interest. I know I won't lose it, for the fishermen are all honest. This year I had one who owed me \$225."

He came and paid me \$100, and said, 'I will give you the rest next year at this time.' I said, 'All right; you're all right; I'm not worrying.' That man will come around next year and pay me. That is the kind of a thing that has built up our dory fleet."

## Made Their Own Market.

One feature of the growth of the Italian fishing fleet of Boston that should not escape the economist, is that the fishermen have made a market for a catch that was not considered worth marketing before they became a feature in the fish business in Boston.

This is the flounder catch. When the Italians began bringing in flounders, 18 years ago, they were a drug on the market. Nobody wanted them, therefore the dealers could not buy them. The Italians were persistent, and at last a progressive dealer took 300 pounds of flounders from Frank Ragusa at three cents a pound. He disposed of them, and bought more. The flounder trade in Boston thus began. The Italians have cultivated it assiduously, and now, a considerable part of their fleet, or about 60 boats are devoted to it exclusively. They have dockage space between the heads of Long and T wharves and it is their boats the visitor to the wharves usually sees.

The importance of their catch in 1909 may be judged from the fact that in a single week in September they marketed \$5000 worth of flounders. This was an exceptional week, yet in the flounder season, which is from March to November, these boats bring in nearly \$50,000 worth of flounders, which are readily sold.

"People have become educated to eating flounders, since I began in the business," said Mr. Ragusa. "It was slow business showing them how good flounders are. Now we have no trouble selling them. They all go to parts of Massachusetts, and the other New England states are taking them up. The fish you see offered for sale in baskets at the head of T wharf are

what are left after the dealers have been supplied. I don't mean they have been culled out, but they are the surplus."

The flounder season begins about March 15, and is at its best in September. About November 15, the flounders disappear, going into the mud for the winter.

## Trawling for Flounders.

Deep water flounders are caught the year round, but these form only a small portion of the supply at Boston.

One feature of the Italian fisherman's progress, of which little note has been taken, is the use of the trawl for catching flounders. No one hereabouts thought of trawling for flounders until the Italian came. He had ideas on fishing brought from the old world—ideas as old as the Romans—and these he thriffully merged into what he saw of American fishing practice. The result was the flounder trawl.

This apparatus is a lighter trawl than is used in the offshore fisheries for cod and haddock, and the hooks are smaller. There are between 500 and 700 hooks on a trawl, set about 18 inches apart.

This trawl, set at daybreak, catches a fish to a hook when drawn an hour or two later. By this method the Italian fisherman has garnered from the harbor bottom a catch that the Yankee fisherman despised, and despising it, did not know how to secure in a quantity that would pay for the labor.

The bulk of the Italian fleet are not in the flounder business, however, but are engaged in catching the same sort of fish as other shore fishermen, namely cod, haddock, herring or other food or bait-fish in season. The present herring fishing season has not been profitable to the Italians, owing to a prohibition placed by law on catching the fish by the aid of torches.

## Future is Promising.

The future is promising to the Italian fishermen in Boston. It is probable that a marked increase in their dory fleet will be noted from year to year.

The fisherman, unlike the Italian laborer, is a permanent resident of this country. His property interest in his boat ties him to these shores, and he does not aim to go back to Italy when he has made his "pile." His family is being reared here in the American style. His children are attending the public schools, and are living in better circumstances than they would experience in Italy.

The Italian fisherman of Boston, therefore, is a factor in the city's permanent growth, and his success compensates in a very considerable measure for the falling off in the New England fisheries in other ports.



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# WEIGHED OUT 479,433 POUNDS COD.

**Fare of Sch. Tattler  
Largest Ever Landed  
at This Port.**

Sch. Tattler came pretty close to her hail of a half million pounds of salt cod. As the fishermen say, "if she didn't knock it down she staggered it." When a vessel has in the neighborhood of 500,000 pounds of fish on board it is pretty hard to tell just what she will weigh out, and Capt. Geel did well to come as close as he did. The craft weighed off just 479,433 pounds of salt cod.

On this big fare, the largest ever

landed at this port and one of the very largest landed at any port in the history of the Atlantic coast fisheries, the splendid stock of \$15,277.31 was made, the high line of the crew sharing \$342.93, while the average share was \$263.

Capt. Geel has thus broken his own record for big trips, for in 1907, in sch. Tattler, he came home with 448,000 pounds, which until his recent performance stood as the largest fare of salt cod ever landed here.

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## LUNENBURG COUNTY LEADS.

**Banner Section of Canada in Fisheries Outfit.**

A recent number of "Canadian Life and Resources" contains an interesting article on the fisheries of Canada, and of necessity dealing in a special manner with those of Nova Scotia. Many of the statistics are familiar to many, being taken from annual reports; but the fact that Lunenburg county is the banner section in fisheries output is not so well known. The figures for a year are well over \$3,000,000. The relative importance of this will be better appreciated when it is said that the total value in 1907 for the whole of Nova Scotia was \$7,632,330, and for the Dominion \$25,500,000.

We are told that the "Bluenose" fishermen are a hardy, stalwart, capable body of men. They spend about half the year at home, busy with lobster fishing, or perhaps go to the lumber woods, or on West India voyages. But from the latter part of March until late autumn the fishermen's lot is cast many miles from land, with fathoms of green water surging beneath his little dory. Early in March preparations are begun for the spring trip. On the Sunday nearest the 21st of March the churches hold special services for the fishermen. Then the men are off. As they go flying out to sea, under a full spread of canvas, they suggest the start of an ocean yacht race. And indeed there is no lack of good-natured rivalry.

The tonnage of a "banker" rarely reaches 100. A good skipper knows every lift and fall of the banks as well as he knows his own dooryard. Fair weather or foul, fog or sunshine, is all one to him. With his leaden finger on the bottom he feels his way about.

Each schooner carries about eight dories; and each dory has trawl-tubs, anchor, a small horn or conch-shell, a jug of water and a few hard biscuits. The trawls consist of a main line from one to one and a half miles in length, with a fringe of smaller lines dangling from it at regular intervals. Each of these small lines carries a hook baited with herring or squid. The trawls are set somewhat like the spokes of a wheel, whose hub is the schooner.

The fish are beheaded, split, boned, washed in a tub of salt water and packed in salt in the hold.

The fleet arrives home from the spring catch about the end of May; and then the summer trip occupies the time until late autumn.

The curing and drying gives employment to hundreds of men, and the product of their labor forms the basis of Lunenburg's foreign trade. Several large firms are engaged in this industry. At Lunenburg and La Have the fish are bought green, dried in patent driers, shredded and put up in packages. The boneless cod finds a ready sale.

Throughout Canada nearly \$15,000,000 is invested in fishing vessels, boats and implements, of which about one-third is owned in Nova Scotia.

The latest addition to the Lunenburg fishing fleet is sch. Frank H. Adams, built for Capt. Frank Silva and others, by Smith & Rhuland. The vessel was launched last week, and is of the knockabout type. The dimensions are 121 feet over all, 26.6 feet beam and 12.6 feet deep. She is large and roomy, resembles a yacht in appearance, and will carry 25 men.

## Sch. Lucania Made Quick Run.

Sch. Lucania which arrived at Boston yesterday made a fine run in coming home.

Capt. Welch had fished near Liscomb 400 miles east of Boston, and has had very bad weather for the two weeks he was out. He found fish in plenty while the weather permitted the men to set their trawls, but that was seldom. In the short sets he made he found that the men had fish on every hook when they hauled their trawls in.

Finding that the easterly wind that hampered him in fishing was not likely to let up, Capt. Welch decided on Friday to sail for Boston. On that night he headed his vessel westward, with a spanking breeze from the east to help her along. The breeze served him during almost the entire 400 miles, so that he reached T wharf Sunday night, being only two days in making the long run. While on his way he did not have to change the course of the vessel once.

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# SCH. TEAZER HAS HALIBUT FARE

**Will Make Good Stock as  
Price is Higher.**

After the big glut of fish and the large number of arrivals at Boston yesterday, the 18 arrivals today, with a comparatively good amount of fish looks small. All the craft in except two are of the market fleet. As was expected prices are off somewhat, but new, live haddock and cod are bringing fair figures. Several trips which did not get near enough to the wharf yesterday are taking out today.

Sch. Muriel has the largest trip, 62,000 pounds, and her skipper reports very hard weather to the eastward. Sch. Georgianna, the other off shore craft in, has 40,000 pounds. Some of the market boats have from 25,000 to 40,000 pounds and will get a good thing out of it.

The feature fare of the morning is sch. Teazer, Capt. Peter Dunskey, of the halibut fleet with a dandy trip, 20,000 pounds of halibut flanked by a nice lot of both salt and fresh cod. As the price of halibut is way up, she is in for a fine stock indeed.

The receipts in detail are:

## Boston Arrivals.

Sch. Emily Cooney, 7000 haddock, 1000 cod, 15,000 hake, 2000 pollock.  
Sch. W. H. Clement, 6000 cod.  
Sch. Lydia, 800 haddock, 500 cod, 1000 hake.  
Sch. Mabelle E. Leavitt, 3500 cod.  
Sch. Reliance, 4000 cod.  
Sch. J. F. McMorro, 4000 cod.  
Sch. Elva L. Spurling.  
Sch. Mary E. Silveira, 4000 haddock, 7000 cod, 7000 hake, 7000 pollock.  
Sch. Fitz A. Oakes, 12,000 pollock.  
Sch. Mabel Bryson.  
Sch. Muriel, 12,000 haddock, 45,000 cod, 5000 pollock, 800 halibut.  
Sch. Gov. Russell, 40,000 fresh fish.  
Sch. Teazer, 12,000 salt cod, 25,000 fresh cod, 20,000 halibut.  
Sch. Diana, 1500 cod, 2500 pollock.  
Sch. Mary C. Santos, 6000 haddock, 10,000 cod, 6000 hake, 15,000 pollock.  
Sch. Victor and Ethan, 7000 haddock, 2000 cod, 5000 hake, 5000 cusk.  
Sch. Teresa and Alice, 6000 haddock, 2000 cod, 10,000 hake, 1000 cusk, 1000 pollock.  
Sch. Helen B. Thomas, 5000 haddock, 2000 cod, 4000 hake, 500 cusk.  
Haddock, \$2.25 to \$3.75 per cwt.; large cod, \$2 to \$3; market cod, \$1.50 to \$2; hake, 70c to \$1.50; pollock, 50c to 60c; halibut, 14c per lb. for white and 11c for gray.

## Portland Fish Notes.

A considerable number of the local fishermen came into port Sunday, several of them having a small supply of fish. The conditions were altogether different than they were several weeks ago and while efforts were made to secure good fares, not much was done. The following came in during the day:

Schs. Rena Percy, with 23,000 lbs. fish; Eva and Mildred, 8000; Fanny Hayden, 4000; Wesley Sennett, 12,000; sloops Minerva, 4000; Gladys Simmons, 5000.

Sch. Annie R. Lewis arrived here Sunday from Gloucester on the way to the Kennebec, where she will be loaded with herring for Eastport. The receipts of herring at a number of eastern ports equal those here and there has been no abatement in the business. The Eastport canners are buying all that comes to market.

Fishermen along the water front report that there is an unusual run of smelts and that the catches have been out of the ordinary. The fish have been shipped in great abundance to Boston and New York.

Not only are they plenty, but they are of good size and many have measured over a foot long.

Herring are also very plentiful. This has been one of the most profitable seasons for a number of years past and the local boats which have engaged in this industry report exceptionally large fares. There is a good market for the fish, as the canners down east have been sending in 500 and 1000 barrel orders.

The herring is also used as a bait by the fishermen. Hundreds of barrels are brought into port daily and disposed of without any effort whatever.

Thus far, a number of the skippers have made records, but Capt. Eben N. Brown of the steamer E. N. Brown feels that he has overtopped all. His trips here have been almost a daily occurrence, and at no time does he bring in less than 240 barrels. The abundance of the fish is illustrated by an accident which happened to the Brown about a week ago. She ran aground, and her fare, consisting of about 300 barrels, caused her to set a bit deep. Capt. Brown figured it out that he would rather lose the fish than the time, so he threw the entire fare overboard, and secured an equal amount in a very short time.

Nov. 16.

# ONE FROM QUERO THREE VIA BOSTON

**Few Arrivals and Light Fares  
at This Port.**

Arrivals here today are few, and with small fares. Three vessels are down from Boston with fish to split and one of the late dory handliners with a small catch. The torchers continue to find herring scarce and only 50 barrels came over this morning.

The vessels down from Boston with fish for the splitters are schs. Rex, Frances P. Mesquita and Catherine D. Enos. They have from 10,000 to 20,000 pounds. Sch. Colonial, from Quero bank, dory handlining has 70,000 pounds of salt cod.

The arrivals and receipts in detail are:

## Today's Receipts.

Sch. Rex, via Boston, 20,000 lbs. fresh cod.  
Sch. Frances P. Mesquita, via Boston, 17,000 lbs. fresh fish.  
Sch. Catherine D. Enos, via Boston, 10,000 lbs. fresh fish.  
Sch. Colonial, Quero Bank, dory handlining, 70,000 lbs. salt cod.  
Boats and torchers, 50 bbls. fresh herring.  
Sch. Ida S. Brooks, via Boston.  
Sch. Rita A. Viator, via Boston.  
Sch. Annie and Jennie, via Boston.  
Sch. Little Fanny, via Boston.  
Sch. Mary B. Greer, via Boston.  
Sch. Stranger, via Boston.  
Sch. Lafayette, shore.  
Sch. Matiana, shore.  
Sch. Ida M. Silva, shore.  
Sch. Motor, shore.  
Steamer Quoddy, shore, 7500 lbs. fresh fish.  
Sch. George E. Lane, Jr., shore, 12,000 lbs. pollock.  
Sch. Grace Darling, via Boston, 25,000 lbs. pollock.

## Vessels Sailed.

Sch. Theodore Roosevelt, Newfoundland herring trip.  
Sch. Senator Gardner, Newfoundland herring trip.  
Sch. Lillian, haddocking.  
Sch. Manhasset, haddocking.  
Sch. Mary A. Gleason, deck handlining.  
Sch. Miranda, deck handlining.  
Sch. Minerva, shore.



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Sch. Edith Silveira, shore.  
Sch. Thomas J. Carroll, shore.  
Sch. Galatea, shore.  
Sch. Pauline, pollocking.  
Sch. Ralph Russell, pollocking.  
Sch. Thomas S. Gorton, haddocking.  
Sch. Grace Darling, pollocking.

**Fishing Fleet Movements.**

Sch. Arabia has sailed winter haddocking in command of Capt. Frank Enslo.

Sch. John Hays Hammond will fit for halibuting under command of Capt. Christopher Gibbs.

Capt. Charles Wilson is now in command of sch. Mary A. Gleason on a deck handline trip to the eastward.

Sch. Thomas S. Gorton sailed haddocking today in command of Capt. Charles Frost, her regular skipper. Capt. William H. Thomas, taking a well earned vacation ashore.

It was reported yesterday morning at T wharf, after some of the people there had talked with Capt. Joseph Crowell, the new owner of the crack sailer Rose Dorothea, which was recently sold, that Capt. Joseph Bragg, who commanded the Gov. Russell, would take charge of the Rose Dorothea. Capt. Bragg's vessel was sold a short time ago after she had hauled off for the winter, and will be used next summer for bank fishing.

**Today's Fish Market.**

Cape North salt cod, large, \$3; mediums, \$2.75.

Outside sales, fresh western cod, large, \$2; market, \$1.65; haddock, 65c and 67 1-2c.

Outside sales fresh eastern cod, large, \$1.60; medium, \$1.40.

Outside sales salt Rips cod, \$3.60 per cwt. for large and \$3.25 for mediums.

Salt, dory handline codfish, large, \$3.25; mediums, \$3.

Round pollock, 55 cts. per cwt.

Outside sales of round pollock, 60c per cwt.

Bank halibut, 12 cts. per lb. right through.

Small lots of fresh halibut, 19 cts lb.

Flitched halibut, \$1-4 cts. per lb.

Salt large shore mackerel, rimmed, late caught, \$38 per bbl. for large and \$22 for medium.

North Bay salt mackerel, \$22 per bbl.

Board of trade prices:

Large drift Georges cod, \$3.60 per cwt.; medium cod, \$3.25.

Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.

Trawl salt Georges cod, large, \$3.50; mediums, \$3.

Large salt handline Georges cod, large, \$3.75; mediums, \$3.25.

Dory handline salt cod, large, \$3.25; medium, \$3.

Eastern drift salt cod, large, \$3.25 per cwt.; medium, \$3.

Trawl bank cod, large \$3 per cwt.; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.

Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.

Splitting prices for fresh fish, Western cod, large, \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.70; medium cod, \$1.40; cusk, \$1.65 for large; \$1.20 for medium, and 50c for snappers; haddock, 65 cts.; hake, 50 cts.; pollock, 60 cts.

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**Lunenburg, N. S., Fish Notes.**

Brigantine Leo, Berringer, is at Eisenhower's wharf, loading fish for the West Indies.

Zwicker & Co., limited, Friday handled 2400 quintals of fish, their docks and wharves are crowded with schooners, boats and teams.

Isaiah Ernst and James Silver of Blockhouse are getting out a keel for a 125-ton schooner for parties in Lunenburg.

**Will Make Another Halibut Trip.**

Capt. Daniel McDonald of sch. Mooween, the high line craft of the fresh halibut fleet this year, who intended hauling the craft up for a while, is going right at it again, and has fitted out and expects to sail tomorrow. Thus far this season, Capt. McDonald has stocked better than \$26,000, and the crew share has been in the neighborhood of \$600. Now he is in for another fare before the season closes.

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**Fresh Halibut Sale.**

The fare of fresh halibut of sch. Cavalier sold to the American Halibut Company at 14 cents per pound for white and 11 cents for gray.

Nov. 17.  
**HADDOCK AND COD IN GOOD DEMAND**

**Little Call for Other Fish at Boston.**

T wharf has no more haddock and cod than it wants this morning, and the market is fair on these lines of goods. Cusk, hake and pollock, however, are going begging, and some fares of the latter fish will lay over until tomorrow in the hope of a demand and better than splitting price. Haddock ranged from \$3 to \$3.75 and large cod brought \$3.

In all there were 19 trips at the wharf at the opening, there being three offshore fares in the lot. Sch. Catherine and Ellen has the largest trip, 60,000 pounds, sch. Frances Whalen 42,000 pounds, and sch. Lizzie M. Stanley 41,000 pounds. Capt. Stanley of the latter craft reports hard weather on Western bank. The market boats have from 4000 to 27,000 pounds and the pollockers from 5000 to 23,000 pounds. With the southeast storm today, few arrivals and a good market is looked for tomorrow.

The receipts in detail are:

**Boston Arrivals.**

Sch. Frances Whalen, 10,000 haddock, 7000 cod, 25,000 hake.  
Sch. Emerald, 13,000 pollock.  
Sch. Eva Avina, 5000 pollock.  
Sch. Olivia Sears, 5000 pollock.  
Sch. Pontiac, 12,000 haddock, 3000 cod.  
Sch. Galatea, 4000 haddock, 200 cod, 1500 hake.  
Sch. Mildred V. Nunan, 10,000 haddock, 4000 cod, 8000 hake, 3000 cusk.  
Sch. Marguerite, 4000 cod.  
Sch. Lizzie M. Stanley, 14,000 haddock, 25,000 cod, 2000 cusk.  
Sch. Olive F. Hutchings, 8000 haddock, 2000 cod, 1000 hake, 4000 cusk.  
Sch. Emily Sears, 10,000 pollock.  
Sch. Sylvia M. Nunan, 7000 haddock, 1500 cod, 4000 hake, 2500 cusk.  
Sch. Ellen C. Burke, 3000 haddock, 2000 cod, 11,000 hake.  
Sch. Mary J. Ward, 8000 pollock.  
Sch. Fannie Belle Atwood, 3500 haddock, 14,000 cod, 1000 hake, 4000 pollock.  
Sch. Volant, 18,000 pollock.  
Sch. Blanche F. Irving, 9000 pollock.  
Sch. Thomas Brundage, 23,000 pollock.  
Sch. Catherine and Ellen, 15,000 haddock, 20,000 cod, 25,000 hake.  
Haddock, \$3 to \$3.75 per cwt.; large cod, \$3; market cod, \$2; hake, 75 cts. to \$1.25; cusk, \$1; pollock, 55 cts.

**WAS ENTANGLED IN BUOY LINE.**

**Swordfish Taken on Grand Bank by Sch. Cavalier.**

A week or so ago it was thought that the last swordfish of the season had been heard from, but that chap does not get the honor of being the latest to linger where vessels fish, for sch. Cavalier, which came in this morning, had a good sized one which was caught in a peculiar manner—not by lily iron or on the hook, but just by getting himself all wrapped up in the buoy line of a skate of trawl. The most curious part of the catch was that the fish was not taken on any ground commonly supposed to be the habitat of this species, but away up on the northeast part of Grand Bank.

**New Method of Preserving Codfish.**

The firm of James Welsh & Co., of North Sydney, C. B., Saturday received a case of codfish from Birchy Cove, Bay of Islands, Newfoundland. They were put up by a new method, a discovery in the way of preserving fresh fish for exportation. The Newfoundland government is interested in this new venture, and is aiding the promoters to some extent. In the new process, the fish are separately wrapped in a specially prepared paper, which is supposed to contain preservative qualities. The fish are then packed in ice in the ordinary way and are supposed, according to the inventor of the new preservative, to maintain their flavor and freshness for an indefinite period. The fish which arrived at North Sydney had been over a week in transit, and were found to be in excellent condition when opened. The case was forwarded to Mr. Walsh by the Newfoundland minister of marine, Hon. Mr. Picotte, who has interested himself in the new project. If the new method proves a success it will be of immense benefit, as fish can be obtained from Newfoundland when they cannot be got anywhere else. The inventor of this new process is a Norwegian, at present residing at St. John's, N. F.

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**SCH. HAMMOND STOCKED \$30,352**

**Seven Halibut Trips Averaged Over \$3000 Each.**

Sch. John Hays Hamond, owned by Capt. Lemuel E. Spinney of this city, which is now fitting out for a season's fresh halibuting under command of Capt. Christopher Gibbs, has recently completed what has been a very remunerative year to her owner and the men who sailed in her. In a little less than a year's time the craft has made the splendid stock of \$30,352.64.

During the past seven months Capt. Spinney, the owner, one of the smartest skippers that ever sailed from here, has been in command of the craft himself, engaging in the halibut fishery. In that time he made seven trips on which the fine stock of \$21,473.82 was made, an average of over \$3000 per trip, which is unusually big work in this branch of the fishery. For the seven months he was going, Capt. Spinney was high line of the fleet.

The rest of the stock of the big season's work was made last winter while the craft was engaged in haddocking under command of Capt. Horace Wildes.

**Atlantic Coast Fisheries.**

The fishery products of the Atlantic Ocean for the year ending December 31, 1908, amounted to \$35,474,430, according to the preliminary report of the United States Census Bureau. The following statistics are confined to the fishing industry, and do not include wholesale fish dealers or canneries:

Engaged in the industry were 94,281 fishermen, of which 45,659 were independent and 48,622 wage earning. These men used 5370 vessels, valued at \$9,627,744; outfit (bait, fuel, provisions, etc.), \$2,821,158; boats, 52,114, \$4,104,039; apparatus of capture, total, \$3,822,000; dredgers, tongs, etc., \$295,030; fyke and hoop nets, 20,125, \$89,310; gill nets, 73,624, \$536,600; lines, \$367,280; pots, eel and lobster, 301,070, \$397,390; pound and trap nets, 9335, \$1,504,130; seines, 4655, \$560,560; miscellaneous, \$71,700; shore and accessory property, \$3,217,600; cash capital, \$1,805,850.

Products: Alewives, \$89,973,500 lbs., \$588,430; bluefish, 7,030,700 lbs., \$476,060; cod, 101,506,500 lbs., \$2,685,220; flounders, 13,204,200 lbs., \$345,140; haddock, 59,987,400 lbs., \$1,308,500; hake, 4,340,100 lbs., \$164,210; halibut, 4,354,100 lbs., \$325,600; herring, 121,642,600 lbs., \$763,100; mackerel, 12,540,300 lbs., \$860,740; menhaden, 391,623,800 lbs., \$889,000; mullet, 14,847,100 lbs., \$389,120; pollock, 29,462,000 lbs., \$401,850; shad, 25,937,400 lbs., \$2,091,400; squeteague or trout, 44,441,700 lbs., \$1,504,480; miscellaneous, fish, oil skins, etc., \$4,081,830.

**Portland Fish Notes.**

The catch of herring in Casco Bay is falling off, although considerable quantities are still being landed, 350 barrels being brought in Monday, including some large sized fish sold by the smack Dorothy Q. to sch. Charles A. Dyer for packing. The fishermen report that the large schools have broken up, making fishing more difficult. About all the sardine herring now going to the canneries at Eastport are sent by rail, the steamer Governor Cobb not taking any on her trip east last night.

About 80,000 pounds of mixed fish were landed by the fleet Sunday and Monday. The supply was greatly needed by the dealers, as but little had been left over from last week, and some little difficulty had been experienced in filling out of town orders.

Monday's arrivals were sch. Albert W. Black, 18,000 lbs. fresh fish, sch. Albert D. Willard, 12,000 pounds and sch. Hockomock, 20,000 lbs.

The herring arrivals included steamer E. N. Brown, 117 barrels, steamer Elthier 38 barrels and steamer Pet 18 barrels.

**Salt Fish Market.**

"Coming events cast their shadows before." Although the Christmas holidays are still several weeks off, the salt fish market has already taken on that quiet tone which tells not only the story of the fall shaking-down and distribution of stocks among dealers, but also suggests that the thoughts of the people are as usual lightly turning to the butcher as being "the" traditional caterer to the festive season.